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ATTACHMENT 3
CRR 3 68705 (SUPA 1)

agriculture by the delivery of necessary supplies and consumer goods to rural areas, particular emphasis was placed on the use of water transport. In areas where both land and water transport were available, the authorities directed that preference be given to water transport.

The increasing use of water transport resulted in the return to service of most of the larger coastal ships and possibly some of the inland vessels that had been laid up during the previous year. Coastal ships once again began carrying goods directly between coastal ports and Yangtze River ports as far upstream as Wuhan. As a result of the improved harvest in Szechwan Province and all along the Yangtze River during the fall of 1962, the transport of agricultural products returned to the normal pattern of rice moving down the river rather than a major movement of food into Szechwan as had occurred in the spring of 1962.

The upturn in coastal traffic began in May and June when civilian transport

by rail was curtailed due to floods and military utilization of the rail system. *Traffic in the ports between Shanghai and the Lomosa Strait became unusually heavy as civilian traffic normally carried by the railroads was shifted to water transport.* Although high water in the middle of the year and the unusually cold winter

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weather hampered water transport activities during some months, [REDACTED]

[REDACTED] the Chinese ships were very active during the rest of

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the year. The Shanghai Sea Transport Bureau announced that 1962 performance goals had been completed by mid-November and that the volume of goods transported in support of agriculture was much greater than in 1961. The major increase in traffic took place at the smaller coastal ports particularly those in the major agricultural provinces just to the north and south of Shanghai. Foreign trade ports were

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